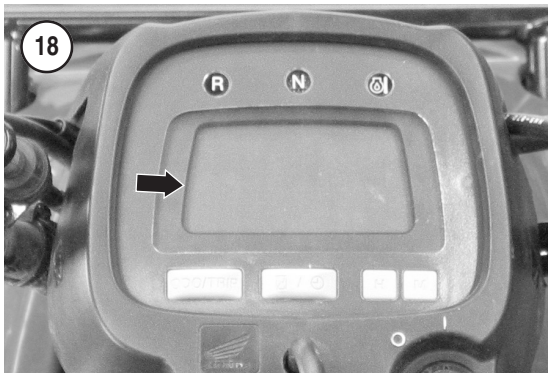

COMBINATION METER

All FE and TE models are equipped with a combination meter (**Figure 18**). FM and TM models may be equipped with a combination meter as an option. The combination meter is standard equipment on Canadian FM and TM models.

The combination meter includes a multifunction digital display that provides a speedometer, odometer, tripmeter, hourmeter and clock. A central processing unit (CPU) computer chip is contained within the combination meter.

A speed sensor (**Figure 19**) mounted on the engine provides driveshaft speed to the CPU in the combination meter.

Use the troubleshooting procedure in **Figure 20** to isolate a combination meter malfunction. Also refer to the wiring diagrams at the end of this manual for the specific model and year.

FUEL SYSTEM

Many riders automatically assume that the carburetor is at fault if the engine does not run properly. While fuel system problems are not uncommon, carburetor adjustment is seldom the answer. In many cases, adjusting the carburetor only compounds the problem by making the engine run worse.

When troubleshooting the fuel system, start at the fuel tank and work through the system, reserving the carburetor as the final point. Most fuel system problems result from an empty fuel tank, a plugged fuel filter or fuel valve, or sour fuel. Fuel system troubleshooting is covered in *Engine Is Difficult To Start, Poor Idle Speed Performance,* and *Poor Medium and High Speed Performance* sections in this chapter.

The carburetor choke can also present problems. Check choke operation by moving the choke knob (**Figure 3**) by hand. The choke should move freely without binding or sticking in one position. If necessary, remove the choke as described in *Carburetor Disassembly* in Chapter Eight and inspect the plunger and spring for excessive wear or damage.

ENGINE OVERHEATING

Engine overheating is a serious problem because it can quickly cause engine seizure and damage. The following section groups five main systems with probable causes that can lead to engine overheating.

1. Ignition system:
   a. Incorrect spark plug gap.
   b. Incorrect spark plug heat range. (See Chapter Three.)
   c. Faulty ICM unit/incorrect ignition timing.
2. Engine compression system:
   a. Cylinder head gasket leak.
   b. Heavy carbon buildup in the combustion chamber.
3. Fuel system:
   a. Carburetor fuel level too low.
   b. Incorrect carburetor adjustment or jetting.
   c. Loose carburetor boot clamps.
   d. Leaking or damaged carburetor-to-air filter housing air boot.
   e. Incorrect air/fuel mixture.
4. Engine load:
   a. Dragging brake(s).
   b. Damaged drivetrain components.
   c. Slipping clutch.

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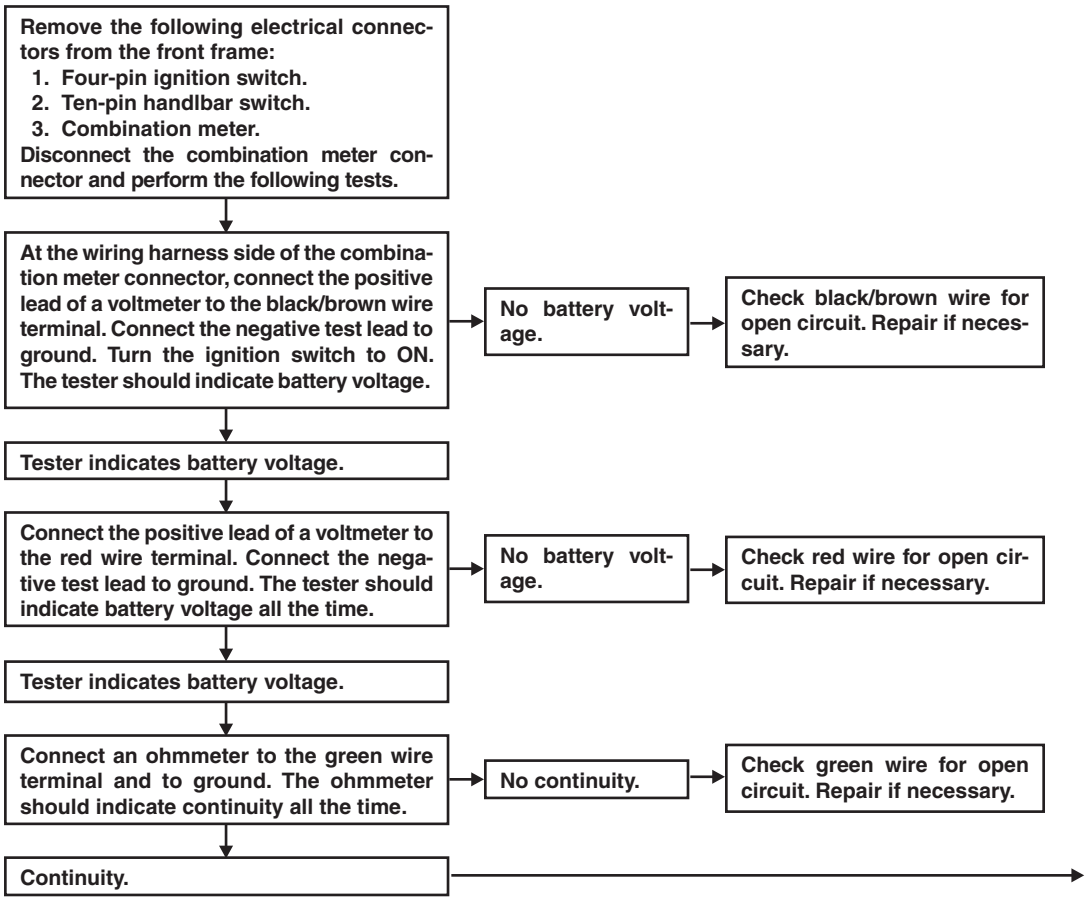
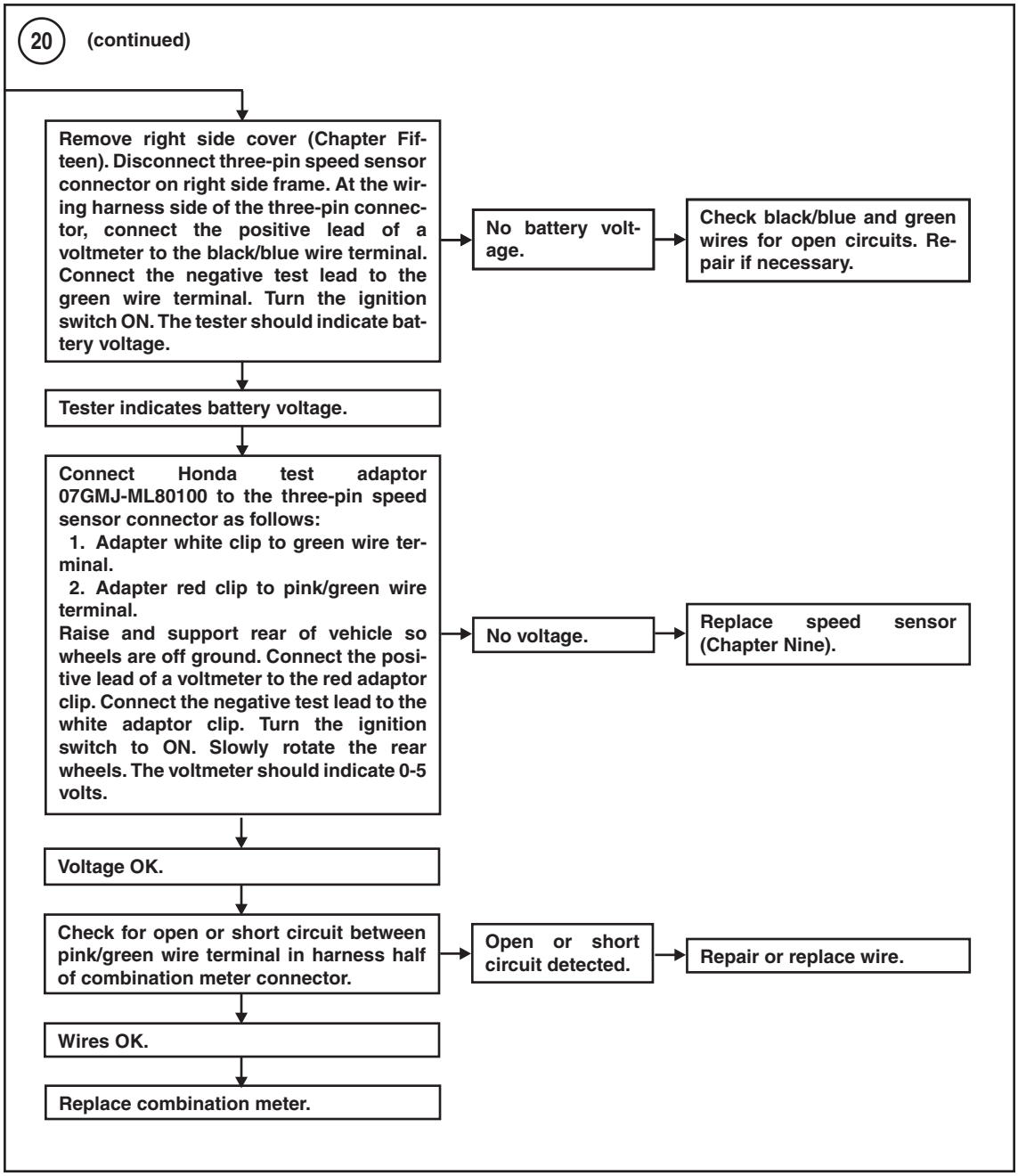
COMBINATION METER/SPEED SENSOR TROUBLESHOOTING CHART

NOTE:
Most dealerships will not accept returned electrical components. If necessary, have the dealership test the suspected component before ordering a replacement.

NOTE:
Refer to Chapter Nine and wiring diagram for location of components and connectors.





d. Engine oil level too high.

5. Electric cooling system:
   a. Damaged cooling fan.
   b. Plugged or damaged oil cooler.
   c. Restricted oil cooler. Check for any cargo or foreign matter which could be restricting the air flow to the oil cooler assembly.

ENGINE

Preignition

Preignition is the premature burning of fuel and is caused by hot spots in the combustion chamber. The fuel ignites before spark ignition occurs. Glowing deposits in the combustion chamber, inadequate cooling or an overheated spark plug can all cause